

Vessels Advertised as Loading

POST-OFFICE NOTIFICATIONS.

A man will close
at Yokohama—Per. Benedit, on Saturday
29th inst., at 3.30 P.M.
at Swatow, Amoy, and Foochow—Per
on Saturday, the 29th inst., at 5 P.M.

MAILS BY THE FRENCH PACKET
The French Contract Packet, *ALBAHIS*,
will sail on THURSDAY, the 27th
inst., for Hongkong, Amoy, Swatow,
and Maitse to and through the United
Kingdom and Marseilles; to Europe, Saigon,
Singapore, Galle, Australia and New Zealand
and the Cape of Good Hope, Bombay, Calcutta,
Madras, Ceylon, Rangoon, Mauritius, St. Paul
and the Sandwich Islands.
The following will be the hours of closing in
the day, &c.:—
Edinburgh, 26th inst.
London, 26th inst.
Many other Office closes.
Office closes except the Office closes. Post
which remains open all night.

Thursday, 27th inst.

Stamps, Registry of Letters, and Post-
ing of all correspondence.
10 A.M. Registry of Letters ceases.
11 A.M. Post Office closes except for Lat-
ter Letters.
11.10 A.M. Letters (not Letters only) addressed
to the United Kingdom or to Russia
may be posted on payment of the
Post Office of 15 cents extra postage
until
1.30 A.M. when the POST OFFICE CLOSES
entirely.

ALFRED LISTER,
Postmaster-General.

General Post Office,
Hongkong, 13th January, 1875.

MAILS BY THE ENGLISH PACKET.
The English-Canton Packet, *REYLONG*,
is despatched with the Mails for Europe
on the 12th inst. and the 2nd February,
the following will be the hours of sailing the
12, 26, 27.

Tuesday, 26th February.
9 A.M. Motor letter Office closes.
9 P.M. Post Office closes except the NIGHT
Box, which remains open all night.
Thursday, 27th February.

3.00 A.M. Post Office closes except for Letters to the Consulate-General of Legation, and Post Office of correspondence.

4.00 A.M. Post Office closes except for Letters to the Consulate-General of Legation.

5.15 A.M. Letters to be posted on payment of a LATE FEE of 18 cents extra postage, until

11 A.M. when the Post Office CLOSURES.

12.00 P.M. Post Office re-opens.

3.00 A.M. Letters (but Letters only addressed to the United Kingdom end *Brindisi* or to Singapore, may be posted or telegraphed) to be posted on payment of a LATE FEE of 48 cents extra postage.

4.50 A.M. Posting on Board ceases.

“ALFRED LISTER,
Postmaster-General.”

Hongkong, 20th January, 1876.

MAILS BY THE UNITED STATES MAIL STEAMSHIP COMPANY.

“PACKET.”

“The United States’ Mail Packet *CALEDONIA* will sail for Hongkong, and will be despatched on the THURSDAY, the 21st of January, at 8 P.M., with the Mail—
“For Melbourne, Sydney, the United Kingdom, and the United Kingdom, the United Kingdom, and the United Kingdom.”

The Post Office will be open for the reception of extraordinary Letters, Books, Newspapers, &c., at 12.30 P.M.

“To be posted on board the Packet.”

2.23 P.M. to 5.50 P.M., on payment of 6d. for each of 120 cts. in addition to the postage on the Preparation of the Postage to all the Colonies. If the postage is not paid, the correspondence insufficiently prepaid will be returned by the English Banks.

3. The correspondence addressed to Colonies and the United States must be superscribed *BRIT.* and that addressed to the United Kingdom must be superscribed *"via Rangoon."*

AFFIRED LISTEN.
Postmaster-General
Colonial Post Office,
Rangoon, 14th January, 1878.

Arrangements have been made for the Registration of Correspondence exchanged between the Colonies and the United Kingdom, and the Colonies and Mail Packets of the Occidental and Oriental Steam Ship Company.

4. The registration fee is 25 cts. for each letter, and 50 cts. above the Postage. This fee is to be paid in advance.

5. Letters must be Registered after 2 P.M. on the day of departure of the Mail.

6. The Post Office of Victoria (Australia) having been notified by the General Post Office in London, that the registration of correspondence between the Colonies and the United Kingdom, and the Colonies and Mail Packets of the Occidental and Oriental Steam Ship Company, will be commenced on the 1st of February, 1878, the following regulations have been issued by the General Post Office in London:

any are chargeable with Customs Duties.
Undesigned considers it necessary to make
Regulation known to the Public, and to
advise the Post Office, that the contents of
articles sent through the Post are liable
to their contents, to be forfeited.
The postage chargeable upon Paid Letters
despatched to France is 12 cents per quarter
when forwarded by French Mail Packets
and 18 cents when forwarded by
British Mail Packets.
Letters addressed to France may be sent
by British Mail Packets, at the option of the
writer, but the postage on France Current
papers, and Books cannot be prepaid
for more than one month.
The rate of postage chargeable on
letters addressed to France per
French Packet is 12 cents, and 18 cents
per British Packet when marked with
the words "France" or "England."
British Packet when marked with
Alexandria and Marseilles. 12 "

These articles through the post at the rates specified applicable to them in restricted to *Folded Trade Patterns or Samples of Merchandise*, and are subject to inspection or seizure if found heavier (lower small the quantity may be), by articles sent by one private individual (individuals) are not actually patterns of samples; are not admissible.

A Postmaster at San Francisco has given notice that letters dispatched from that colony either through the Post Office, or as consular letters, by the United States Mail Agents, will not be forwarded to any places except those to which they are intended to be sent from America to such places be prepaid postage. Foreign Stamps, but will be returned to the letter office.

Letters addressed either prepaid in both London and American Stamps as above, or to an Agent in the United States.

The following table presents the prevailing rates, A. Meridian rates of Passage to which follows:-

	STAMPS		FARE	
	LETTERED.	POSTAGE.	LETTERED.	POSTAGE.
CENTS.	CENTS.	CENTS.	CENTS.	CENTS.
per pound.	6 per oz.	2	4 per oz.	2
" " "	8 " "	2	" " "	" "
" " "	10 " "	2	" " "	" "
" " "	12 " "	2	" " "	" "
" " "	14 " "	2	" " "	" "
" " "	16 " "	2	" " "	" "
" " "	18 " "	2	" " "	" "
" " "	20 " "	2	" " "	" "
" " "	22 " "	2	" " "	" "
" " "	24 " "	2	" " "	" "
" " "	26 " "	2	" " "	" "
" " "	28 " "	2	" " "	" "
" " "	30 " "	2	" " "	" "
" " "	32 " "	2	" " "	" "
" " "	34 " "	2	" " "	" "
" " "	36 " "	2	" " "	" "
" " "	38 " "	2	" " "	" "
" " "	40 " "	2	" " "	" "
" " "	42 " "	2	" " "	" "
" " "	44 " "	2	" " "	" "
" " "	46 " "	2	" " "	" "
" " "	48 " "	2	" " "	" "
" " "	50 " "	2	" " "	" "
" " "	52 " "	2	" " "	" "
" " "	54 " "	2	" " "	" "
" " "	56 " "	2	" " "	" "
" " "	58 " "	2	" " "	" "
" " "	60 " "	2	" " "	" "
" " "	62 " "	2	" " "	" "
" " "	64 " "	2	" " "	" "
" " "	66 " "	2	" " "	" "
" " "	68 " "	2	" " "	" "
" " "	70 " "	2	" " "	" "
" " "	72 " "	2	" " "	" "
" " "	74 " "	2	" " "	" "
" " "	76 " "	2	" " "	" "
" " "	78 " "	2	" " "	" "
" " "	80 " "	2	" " "	" "
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" " "	84 " "	2	" " "	" "
" " "	86 " "	2	" " "	" "
" " "	88 " "	2	" " "	" "
" " "	90 " "	2	" " "	" "
" " "	92 " "	2	" " "	" "
" " "	94 " "	2	" " "	" "
" " "	96 " "	2	" " "	" "
" " "	98 " "	2	" " "	" "
" " "	100 " "	2	" " "	" "

responsibilities for New Zealand via Torres Straits. The omission of Correspondence received directed to New Zealand via the Straits is notified that the New Zealand Post Office has declined to receive Mail from the Straits, and that the same will be forwarded such Correspondence via Gallapagos who are anxious to avail themselves of Torres Straits Steamers to communicate with the Straits. The enclosed letters, in the care of an Agent at Sydney.

Any boxes of letters are received at the Post Office, that is to say, the boxes are sealed with sealing wax, but there is no impression of a seal.

A box of letters is called to the notice of carefully sealing such boxes with recognisable seal, and of sending a Chilean receipt with them. The omission of the seal is notified that the same will be forwarded to the Straits, and the contents of the box ever reached the office; the omission of the former, as the latter, if the latter might not have been altered for the sake of the Post Office. The same is not generally possible to send the letters to sealed boxes (except where there are no letters to be sent).

three to four) and certainly an "E" or "F" seems to such an entry as, "47 for Calcutta, 8 for Penang, 8 for Singapore," must be taken to mean no more than what is stated, viz., that one box was duly

THE DROWNING OF SHELLEY

The following paper by Mr. W. H. C. appears in the *Academy*—

Many readers of the *Academy* will have seen in *The Times* of December 1, a brief letter from my signature, forwarding an account from a brother sailor, John Williams (22) addressed to me from a ship, and another brother sailor, from Rome, to the father, well known as the friend of Shelley and of Byron. Miss Trevelyan's statement is to the effect that her friends "the K—s" have been "rescued from an intimate of their living acquaintance, and believed to be personally acquainted with a certain priest there, on the information that this priest, John Williams, had been sailing with the crew who made a disclosure regarding the death of Shelley, which took place on July 8, 1822, and the sailor confessed, and asked the priest to give publicity to his avowal," that he was one of the crew that ran down the boat containing Shelley and Williams, which was under the impression of having been "abandoned." Byron was aboard with lots of money. "I did not intend to sink the boat, but to land her and murder Byron. He was to be slain," he said, "as soon as she was sunk." Captain Trevelyan, I need not say, is a naval man of much and varied experience. He saw Shelley off from Leghorn in the month of August 3 p.m., on July 8, searched for and discovered his corpse, but did not find it, then, any other place. He has expressed in the following words his belief in the alleged confession of the sailor—"This account so fully corresponds with the event that I think it solves that which for half a century has been a mystery to me and others." After his declaration by Trevelyan, it would be impossible for others, who only saw the event, to altogether doubt the truth of his statement, the alleged confession of the defendant sailor of execrable memory. The fact is, however, that the idea that Shelley and Williams were run down, not merely drowned by the action of wind and wave, is nothing

oul play in the club. Both nations were
started at the very time of the calamity. I

I have played the part of the murderer in the drama of the calamity. I have been anxious to collect here the statements made by persons cognizant of the facts that transpired immediately after Shelby's death. In *Trelawny's* book, "Recollections of the Last Days of Shelley and Byron," published in 1836, we read that Captain Daniel Roberts, who was the first to go on board the *Don Juan*, the building of the last boat, was the *Don Juan*, he was still living full of energy lately, having died, I think, only in 1874. Then (p. 120) Trelawny writes the statements:—On the 13th of August, 1832, I went on board the *Bulwer* (Byron's vessel), and had previously engaged two large boats, which I will call the *Don Juan* and the *Leopold*, to go on board to find the place where Shelley's body lay. I happened to find the captain of one of the feluccas having asserted that he was out in the fatal squall, and had seen Shelley's body go down off Vin Raggio, with all sails set, p. 145. "This the dragging for the *Don Juan* was done," he said. "I was not in it in finding her, but failed in getting her up." I then wrote the parties concerned to my friend Captain Roberts who was still at Genoa, asking him to complete the business. He not only found but got her up, and brought her into the harbor of Leghorn." Next follows a paragraph written by me, "I went to Pisa, and on the 12th of September, 1832—Dear T., we have got fast hold of Shelley's boat, and she is now lying at anchor off Vin Raggio. Everything is in her, and clearly proves that she was not capsize. I think she must have been swamped by a heavy sea. We found in her two trunks—clothes and shoes. Shelley's filled with books and clothes." Then another letter from Roberts:—"Sept. 18th, 1832. The two boats were carried away just above board, the bowsprit stove off close to the bows, the gunwales broke in, and the hull half-flooded." On a sheet of paper, the name of Shelley is written in ink, and the initials of the master, quarter, broken; which makes me think for certain that she must have been swamped by some of the feluccas to the right." Then before the recovery of the *Don Juan* (the circumstance of suspicion had occurred) At the day of July 26th, 1832, Trelawny writes:—"At daylight, I returned on board (*the Bulwer*), and resumed my examinations of the crows of the various boats which had returned to the port of Leghorn; during the night. They either knew nothing or would say nothing. My Gnooses, [mate], with the quick eyes of a pointer, pointed out on a bathnet he had seen

by all the saints in the calendar that this was

all the main points in the calendar; that this was the motto," Mr. Shelley says ("Poetical Works" of Shelley), "edited by W. M. Rossetti, vol. iii in the p. 230)." [The *Don Juan* had come down in the same fashion of water: it had not expired in the bathtub, except such things as had been washed out of her, everything that was left had been left on the board except the *Don Juan*, which had been washed out of her as it itself was unwiped." This last statement is not consistent with that made by Captain Roberts, as just quoted. We shall be, of course, probed the evidence of the naval officer, founded on direct personal inspection, to that of the lady. Leigh Hunt, in his "Autobiography," speaks of the same matter as follows: "I regret that I cannot," my most intimate friend took at this moment, but she references made in the 440, 408, of this book (edition of 1880) Hunt says that there was a hole in the story of the *Don Juan*, and it was conjectured that a native sailor had tried to board her piratically; tempted by a sum of money in dollars that was in the pocket of Captain Medwin ("Life of Shelley," vol. ii, p. 278) professes to have actually seen the apparition of the *Don Juan*, and this in the most disapprobatory hardly consistent with the idea of her having been burnt down, whether purposely or otherwise. But Medwin was a rather romantic writer and, even if we attach the most implicit credence to his narrative, we cannot be sure that the barque he saw was the *Don Juan*. He says:—"It is a strange coincidence that I should have been in the neighbourhood of the vessel, and that I should have been in the neighbourhood of the vessel, and that I should have been in the neighbourhood of the vessel." I embarked on July 5, with a party with whom I was acquainted, on board a merchant-vessel. We had hired at Naples for the voyage to Genoa. On the fourth day (July 9) the tail of the screw brought up into the Gulf of Genoa. The vessel was at length seen, the precise time of which I forget, but it was in the afternoon. The vessel had been five or six miles from the Bay of Spezia, when it burst on our sight. As I stood with the glass upon deck, only one sail was visible: to leeward. Its rig differed from the ordinary one of the Mediterranean, the *latine*; and from the white sails of her canvas and build, we took her for an English pleasure-boat. She was driven by the wind with a press of sail, and the sails were so close that I could only see her. As the vessel approached, I saw that she was a small, blacking the water, and soon untold the small craft in its misty array; or, in Shelley's own words—

Enveloping the coast like a pall,
It blotted out the vessel from the view.

Then came a hull; and, as soon as we looked on the direction of the schooner, no trace of her was visible. Captain Roberts's account [reproduced by Medwin from Mrs. Shelley's "tallies" with other details from Mrs. Shelley's *Leggion*, with a glass, then the schooner in the homeward track. They were of the Via Regia, at some distance from the shore, when a storm was driven over the sea. It enveloped this and several *large vessels* in darkness. When the cloud passed onwards

As Reported by Chinese on the 25th January, 1870.

[illegible]

7,000	3.40	a
1.00	a	

	Veritas	Captain	Flag Rider
Amazona Boiled		Clam penole Bocanau	Fruit Brent

Consolation Danube	Corback A. Olanchy	Brit Brit
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[illegible]

Gryfe	Roberto	Br
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Gryte	Roberts	Dr
Gustav Adolph	F. Ahlmann	Dr
Hastings	Oriskany	Dr
Haze	W. Jackson	Am
Hicks	Saway	Am
Hongkong	L. Castagnino	Pe
Iris	Wendt	Dr
J. H. Pearson	Lo Bond	Am
J. H. Joosen	Holmes	Dr
John William	Mackery	Dr
Kate Waters	J. Toward	Dr
Kim-shun-fai	Lyman	Sia
Libertia	Vandervoort	Dr
Laborer	Schubert	Dr
Lake	D. E. Evan	Dr
Lucky	D. McLaughlin	Sia
Lucy	M. Colburn	Dr
Lunallilo	W. H. Pitt	Sia
Melie	A. Kent	Am
Morab Star	Edleson	Br
Moring	Finanfarlich	Am
Neworth Castle	Likhalke	Am
Norothy	W. L. Loomis	Dr
North	W. Thurn	Dr
Presto	Laidman	Am
Reaple	F. Hunt	Sia
Sarah Nicholson	J. G. Shirley	Dr
Shanna Crown	W. K. Wick	Dr
Shanna	A. Wherry	Am
Spirit of the Age	Johnston	Dr
Succides	Bruhn	Sia
Sundana	Kuhlin	Am
Tender	J. White	Am
Tartar	E. Karmen	Am
Victory	E. Surensen	Am
Woolley Pendleton	Blanchard	Dr
Wags	Mahl	Am
W. L. Beese	James Frost	Am

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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Name.	Rtg.
Andersson Chloridia Carlow	double st. triplet steam corvette. double ss. gun v.
Davis Heger Lafayette Pauls	double ship double ss. gun v. double ss. gun v. double ss. gun v.
Growler Hart Morrat	double ss. gun v. double ss. gun v. double ss. gun v.
Leahy Lopping Leahy	double ss. gun v. double ss. gun v. double ss. gun v.
Leahy Hedge Meads	double ss. gun v. double ss. gun v. double ss. gun v.
Monroe Ringside Singer	double ss. gun v. double ss. gun v. double ss. gun v.
Sylvia Larkin Thule	double ss. gun v. double ss. gun v. double ss. gun v.
Victor Emanuel Vigilant	double ss. gun v. double ss. gun v.

FOREIGN MESS.		
Name.	Nation.	
Bojan	Russian cor.	
Hardamack	Russian cor.	
Tushnet	Russ. frigate.	

SHIPPING IN		
Vessel.	Origin.	F.
Larkin		Brit.

10	1000	80	1000	80	170
11	80	80	1000	80	8.25
Brighton					

[illegible]

THE CHINA WATERS.

Com.	Yessica.	Captains.
	Amey	Drewes
	Am. int.	Godall
	Oben-jui	Wade
	Ching-Sing	E. Oloy
	Chung-jui	Demic
	Pong-cho-hui	Palmer
	Tien-Po	Longueville
	Samers	Guimaraes
	Oniro	Reynold
	Tejo	F. Cabrol
	Afonse	Valour
	Obasilio, Andrews	Place
	Eleanor	Jobson
	Frolich	Beno
	Klein	Kalper
	Jessie MacDonald	Stoll
	Kvik	Lorango
	Pallo	Ladera
	Saturnus	Welf
	St. Thomas	Hjorth
	Vesia	Dike
	Yokohama	Silbonette
	Adeline & Marlaina	
	Chelton Watkins	
	Constance	
	Dora	
	Friendship	
	Jurson	
	Merrill	
	Omar Alboer	
	Palma	
	Prosperity	
	Rebecca	
	Tank-beng	
	Tidal	Marshall
	Goven	Findley
	C. Palmer	Mcintosh
	Cynop	Reiche
	Midge	Sahoud
	Nadasho	Hartmann
	San Francisco	Launcken
	Adels	Pax
	Agnes Maie	Lowie
	Agnat	Lowell
	August Reimers	Oratunna
	Charley	Etchelle
	Chinman	Maclean
	Chingub	Akine
	Conqueror	Davidson
	Elliot	Eaching
	Kelodie	Westbury
	Golden State	Dolans
	Eldas	Samson
	James S. Stone	Hallier
	Janet	Cooper
	Mericand Holand	Hansen
	Lady Elizabeth	
	Leonida	Mcarron
	Lulu	Ryan
	Mantra	Leavitt
	Mericand Holand	Warkent
	Mary Whitridge	Oulter
	Mikato	Liberg
	Neemi	Thomson
	North Tidal	Green
	Olivia	England
	Veda	Parry
	Windsor	Parry

Yarra	Orfne
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Yara	Orline
Cathryn	Morgan
Twila Shaw	Levot
Theresa	Orinap
Onelio	Origion
Lutley Rich	Lewis
Mary Jane	Orchibon
Perminio	Alcott
Robert Kelly	Klangman
Bonn	Trunks
Rosita McNeil	Brown
Shalimer	Walker
Win. Yai Nams	Mama
Anna Cheschyre	
Astoria	
Canada	
Carrol Ouello	
China	
Conobita	
Cores	
Fernade Maria	
Francis B. Fay	
Quana Onit	
Hopewell	
Lucas	
Myra	
Nova Lustaro	
Othello	
Popita	
Salvadora	
Sobono	
Suez of China	
Teresa	
William Frink	

1.05
1.90

810
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 1.35
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